

*Lockheed Contract*

chase aircraft the surveillance and detection technology of which is already outdated. I find that passing strange.

If the U.S. defence department and other countries will be buying technology from Canada which is better and in advance of that which they have themselves, then I do not understand why the minister would want to continue dickering with Lockheed. That is another reason why the documents asked for in this motion should be presented to the House. The minister cannot make up his mind, but perhaps with the help of these documents we might help him make up his mind.

The minister made some effort yesterday to justify these negotiations on the basis of what the boys in NATO have been telling him about the Russians being ahead of us in certain areas of weaponry. With the 18 propeller-driven aircraft whose detection and surveillance capacity is already outdated, I do not understand how we can possibly make any contribution to NATO or catch up with what the Russians are doing, other than be laughed out of town not only by the Russians but by our colleagues in NATO. So why the minister would pursue that argument, and say that Canada might make an equivalent or up to date contribution to NATO with 18 propeller aircraft which are outdated, is beyond me.

If there is a legitimate point to be made about having an aircraft with up to date surveillance and detection capacity, not for military reasons but for a lot of other reasons about which members of the House and the country as a whole should be concerned, and if we have some technology and capacity ourselves, or if countries other than the U.S. have that technology and capacity, then surely that is where we should be looking.

I think we need a coastal capacity both on the surface and in the air far beyond anything we have at the moment. Believe it or not, it is possible that the defence budget with an NDP government would have would be higher than the one this government has. But it would be higher for a hell of a lot of different reasons. If we are going to exercise our sovereignty and provide a capacity to maintain that sovereignty, and if we are going to exercise surveillance in the areas of fisheries, pollution, and search and rescue to the 200-mile limit, then of course we will need aircraft and surface vessels.

The Minister of National Defence is trying to play in a champagne league with beer equipment. The minister is trying to buy some long-range patrol, propeller-driven aircraft—they might even be turbo-props—with a built in computer and electronic capacity which, speaking conservatively, so to speak, is five years out of date, and perhaps ten years out of date, in spite of the technical capacity which we already have for surveillance and with the capacity we already have for airframe construction in a couple of companies which the government of Canada has bought. I cannot stand private enterprise which goes public when they do not believe in it. They make a Crown corporation, not because there is something valuable in having such a company but to bail out some private enterprise friends who have gone belly up.

This leads me to another point. I must take issue with hon. friends to my right. We are very busy dealing with Lockheed. Normally, under the free enterprise system, if you want to sell something to a customer, be it the govern-

ment, a corporation or an individual, you have to stand on your own feet, you must have your own production, your own finances and arrange your own loans and guarantees. In fact, you must be able to drag yourself up by your own bootstraps.

A national government is buying defence hardware—whether it is the government of Canada, the U.S. or any other country—but suddenly the private enterprise outfit which will sell you this stuff needs to have many things on paper ahead of time to help them out with their financing so they can make the product you are going to buy, and in the course of that you will have to add some extra millions of dollars to allow them to get the money to make the product which you are going to buy. Even if I were a raving capitalist and free enterpriser, I would say that if I have to go through that nonsense I would prefer to build the aircraft myself. That is another reason why I am happy to support the hon. member's motion for the production of papers.

Since when does the government of Canada and the taxpayers of this country have to contribute to the financing and funding of a corporation with the reputation and business ethics of a tomcat? If I were a raving free enterpriser and believer in the capitalist system, that would be the last company I would deal with, because they hardly add to the credibility and credence of so-called private enterprise practices and theory. That is another reason I do not understand why the government continues beyond six o'clock today to pursue any kind of bargaining or negotiating with Lockheed. They should tell them to go home, that they do not even want to talk to them any more. How can the Minister of National Defence allow himself to be sucked into buying an aircraft that is already at least five years out of date? I do not understand that, and I am not even an expert. I wonder what Canadian experts think of all this.

I suppose you could call all this a business in the worst sense of the word. If a corporation, intending to deal with the public in an open and honest manner, is prepared to compete—in the worst or best sense of the word, depending on how you look at it—it will have no hesitation in being totally open and honest with the government with which it is dealing, and in turn the government will have no hesitation in being totally open with the public and with the House of Commons.

● (1730)

In light of what has happened over the past number of years nobody can convince me that the people in the higher circles of the Government of Canada were not aware of the kind of people with whom they were dealing, whether it was Lockheed or numerous other corporations. They knew what Joe Citizen for years suspected, and that has been confirmed by the events which have occurred in the last 12 or 18 months.

We need to put an end to any dealings with Lockheed in the search for a long range patrol aircraft and coastguard capacity. We have not even scratched the surface, but I think this search is a legitimate move on behalf of the people of Canada. What we require will cost a lot of money. It cannot be done in just a few weeks, months or